(c) to (f) While it is our policy not to comment or intervene in the internal affairs of the other countries, all developments affecting India's interests will be suitable taken into account in Government's policies.

Trans-Asian Rail Project

4628. SHRI RAJEEV CHANDRASEKHAR: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Trans-Asian Rail Project has taken a concrete shape by now;

(b) if so, the details thereof with the names of the countries which have agreed to participate in the project with the length of rail network in each country and the cost of the total project with share of each country there; and

(c) if not, by when the project is likely to be finalized?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI PRANAB MUKHERJEE): (a) to (c) The Trans-Asian Rail Project is an initiative of United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP). An Inter-Government agreement on Trans-Asian Railway has been negotiated under the auspices of UNESCAP in November 2006. The Agreement lists the railway lines of international importance and lays down the guiding principles for the technical characteristics for providing seamless transport. A copy of the Agreement is enclosed Statement I and II (*See* below).

Armenia, Azerbaijan, Cambodia, China, Indonesia, Iran, Kazakhstan, Laos, Mongolia, Nepal, Republic of Korea, Russia, Sri Lanka, Tajikistan, Thailand, Turkey, Uzbekistan and Vietnam (18 countries) have so far signed the Agreement.

The Union Cabinet, in its meeting held on 08.03.2007, has approved the signing and ratification of the Inter-Governmental Agreement on Trans-Asian Railway by India. The process for signing the agreement by India has been initiated by the Ministry of Railways.

The total Trans-Asian Rail network in 28 countries is 80,900 km. For India, the route will enter India at Tamu bordering Myanmar as well as from

Bangladesh at Gede. On the West side, the route will enter Pakistan at Attari. In India, there is a missing link of 180 km between Jiribam and Tamu. The Ministry of Railways has sanctioned construction of 97 km new line from Jiribam to Tupul towards Tamu.

There are also several missing links in different countries for operationalising the whole network, which are required to be constructed within the national budgets of concerned countries.

RITES has completed a feasibility study in October, 2005 for the India-Myanmar rail link. The study, which estimated a cost of Rs. 2941.08 crore for 219 km link between Jiribam to Moreh, has been shared with the Government of Myanmar.

Statement-I

Copy of the Inter-governmental Agreement On The Trans-Asian Railway Network

THE CONTRACTING PARTIES,

CONSCIOUS of the need to promote and develop international rail transport in Asia and with neighbouring regions,

AWARE of the expected increase in the international transport of people and goods as a consequence of growing international trade in the ongoing process of globalization,

RECALLING the cooperation among members of the United Nations Economic and Social Commission for Asia and the Pacific in the formulation and operationalization of the Trans-Asian Railway Network,

CONSIDERING that in order to strengthen relations and promote international trade and tourism among members of the United Nations Economic and Social Commission for Asia and the Pacific, it is essential to develop the Trans-Asian Railway Network, including stations and container terminals of international importance, to the requirements of international transport and the environment,

KEEPING also in view the role of railway transport as an important component of an effective and efficient international intermodal transport network, especially in addressing the specific needs of landlocked and transit countries,

HAVE AGREED as follows:

Article 1

Definition of Railway Lines of International Importance

For the purposes of the Intergovernmental Agreement on the Trans-Asian Railway Network (the "Agreement"), the term "railway lines of international importance" as described in Annex I shall refer to:

(a) railway lines currently used for regular international transport;

(b) railway lines, either existing, under construction, or planned, that are intended to be used for regular international transport;

(c) ferry links ensuring continuous transport across seas or lakes between terminals in different States or within one State;

(d) border crossing points, gauge interchange stations, ferry terminals and rail-connected container terminals where Customs clearance facilities/services are provided.

Article2

Adoption of the Trans-Asian Railway Network

The Contracting Parties (the "Parties") hereto adopt the railway lines of international importance described in Annex I to the Agreement as a coordinated plan for the development of railway lines of international importance which they intend to be undertaken within the framework of the national programmes of the Parties.

Article 3

Development of the Trans-Asian Railway Network

The lines of the Trans-Asian Railway Network should be brought into conformity with the guiding principles related to technical characteristics described in Annex II to the Agreement.

Article 4

Procedure for signing and becoming a Party

1. The Agreement shall be open for signature by States which are members of the United Nations Economic and Social Commission for Asia and the Pacific at Busan, Republic of Korea, on 10 and 11 November 2006, and thereafter at the United Nations Headquarters in New York from 16 Novemebr 2006 to 31 December 2008.

2. Those States may become Parties to the Agreement by:

   (a) Signature subject to ratification, acceptance or approval, followed by ratification, acceptance or approval; or

   (b) Accession.

3. Ratification, acceptance, approval or accession shall be effected by the deposit of an instrument in good and due form with the Secretary-General of the United Nations.

Article 5

Entry into force

1. The Agreement shall enter into force on the ninetieth day following the date on which the Governments of at least eight (8) States have consented to be bound by the Agreement pursuant to Article 4, paragraph 2 and 3.

2. For each State which deposits its instrument of ratification, acceptance, approval or accession after the date upon which the conditions for the entry into force of the Agreement have been met, the Agreement shall enter into force for that State ninety (90) days after the date of its deposit of the said instrument.

Article 6

Working Group on the Trans-Asian Railway Network

1. A Working Group on the Trans-Asian Railway Network (the "Working Group") shall be established by the United Nations Economic and

Social Commission for Asia and the Pacific to consider the implementation of the Agreement and to consider any amendments proposed. All States which are members of the United Nations Economic and Social Commission for Asia and the pacific shall be members of the Working Group.

2. The Working Group shall meet biennially. Any Party may also, by a notification addressed to the secretariat, request that a special meeting of the Working Group be convened. The secretariat shall notify all members of the Working Group of the request and shall convene a special meeting of the Working Group if not less than one third of the Parties signify their assent to the request within a period of four (4) months from the date of the notification by the secretariat.

Article 7

Procedures for amending the main text

1. The main text of the agreement may be amended by the procedure specified in this Article.
2. Amendment to the agreement may be proposed by any Party.
3. The text of any proposed amendment shall be circulated to all members of the Working Group by the secretariat at least forty-five (45) days before the Working Group meeting at which it is proposed for adoption.
4. An amendment shall be adopted by the Working Group by a two-thirds majority of the Parties present and voting. The amendment as adopted shall be communicated by the secretariat to the Secretary-General of the United Nations, who shall circulate it to all Parties for acceptance.
5. An amendment adopted in accordance with paragraph 4 of the present Article shall enter into force twelve (12) months after it has been accepted by two-thirds of the Parties. The amendment shall enter into force with respect to all Parties except those which, before it enters into force, declare that they do not accept the amendment. Any Party that has declared that it does not accept an amendment

adopted in accordance with this paragraph may at any time thereafter deposit an instrument of acceptance of such amendment with the Secretary-General of the United Nations. The amendment shall enter into force for that State twelve (12) months after the date of deposit of the said instrument.

Article 8

Procedures for amending annex I

1. Annex I to the agreement may be amended by the procedure specified in this Article.
2. For the purpose of article 8, a 'directly concerned Party' is a Party in whose territory the subject of the proposed amendment is located.
3. Amendments which change a border station may be proposed only by a directly concerned Party after consulting with and obtaining the writtern consent of the neighbouring State which shares the border to which the subject of the amendment is connected.
4. Amendments that do not change a border station may be proposed by any directly concerned Party.
5. The text of any amendment proposed by any Party shall be circulated to all members of the Working Group by the secretariat at least forty-five (45) days before the Working Group meeting at which it is proposed for Adoption.
6. An amendment shall be adopted by the Working group by a majority of the Parties present and voting. The amendment as adopted shall be communicated by the secretariat to the Secretary-General of the United Nations, who shall circulate it to all Parties.
7. An amendment adopted in accordance with paragraph 6 of the present Article shall be deemed accepted if, during a period of six (6) months from the date of the notification, less than one third of the Parties notifies the Secretary-General of the United Nations of their objection to the amendment.

8. An amendment accepted in accordance with paragraph 7 of the present Article shall enter into force for all parties three (3) months after the expiry of the period of six (6) months referred to in paragraph 7 of present Article.

Article 9

Procedures for amending annex II

1. Annex II to the agreement may be amended by the procedure specified in this Article.
2. Amendments may be proposed by any Party.
3. The text of any proposed amendment shall be circulated to all members of the Working Group by the secretariat at least-forty-five (45) days before the Working Group meeting at which it is proposed for adoption.
4. An amendment shall be adopted by the Working Group by a majority of the Parties present and voting. The amendment as adopted shall be communicated by the secretariat to the Secretary-General of the United Nations, who shall circulate it to all Parties.
5. An amendment adopted in accordance with paragraph 4 of the present Article shall be deemed accepted if during a period of six (6) months from the date of the notification, less than one third of the Parties notifies the Secretary-General of the United Nations of their objection to the amendment.
6. An amendment accepted in accordance with paragraph 5 of the present Article shall enter into force for all Parties three (3) months after the expiry of the period of six (6) months referred to in paragraph 5 of the present Article.

Article 10

Reservations

Reservations may not be made with respect to any of the provisions of the Agreement, except as provided in Article 13, paragraph 5.

Article 11

Withdrawal

Any Party may withdraw from the Agreement by written notification addressed to the Secretary-General of the United Natons. The withdrawal shall take effect twelve (12) months after the date of receipt by the Secretary-General of such notification.

Article 12

Suspension of validity

The operation of the agreement shall be suspended if the number of Parties becomes less than eight (8) for any period of twelve (12) consecutive months. In such a situation the secretariat shall notify the Parties. The provisions of the Agreement shall again become operative if the number of Parties reaches eight (8).

Article 13

Settlement of disputes

1. Any dispute between two or more Parties which relates to the interpretation or application of the Agreement and which the Parties in dispute are unable to settle by negotiation or consultation shall be referred to conciliation, if any, of the Parties in dispute so requests and shall, to that end, be submitted to one or more conciliators selected by mutual agreement between the Parties in dispute. If the Parties in dispute fail to agree on the choice of conciliator or conciliators within three (3) months after the request for conciliation, any of those Parties may request the Secretary-General of the United Nations, to appoint a single independent conciliator to whom the dispute shall be submitted.
2. The recommendation of the conciliator or conciliators appointed in accordance with paragraph 1 of this Article, while not binding in character, shall become the basis of renewed consideration by the Parties in dispute.

3. By mutual agreement, the Parties in dispute may agree in advance to accept the recommendation of the conciliator or conciliators as binding.

4. Paragraphs 1, 2 and 3 of the persent Article shall not be construed to excluse other measures for the settlement of disputes mutually agreed between the Parties in dispute.

5. Any State may, at the time of depositing its instrument of ratification, acceptance, approval or accession, deposit a reservation stating that it does not consider itself bound by the provisions of the present Article relating to conciliation. Other Parties shall not be bound by the provisions of the present Article relating to conciliation with respect to any Party which has deposited such a reservation.

Article 14

Limits to the application

1. Nothing in the Agreement shall be construed as preventing a Party from taking such action, compatible with the provisions of the Charter of the United Nations and limited to the exigencies of the situation, as it considers necessary for its external or internal security.

2. A Party shall make every possible effort to develop the Trans-Asian Railway Network consistent with the Agreement. However, nothing in the Agreement shall be construed as acceptance of an obligation by any Party to permit the movement of goods and passenger traffic across its territory.

Article 15

Annexes

Annexes I and II to the Agreement shall form an integral part of the Agreement.

Article 16

Secretariat

The United Nations Economic and Social Commission for Asia and the Pacific shall be designated the secretariat of the Agreement.

Article 17

Depositary

The Secretary-General of the United Nations shall be designated the depositary of the Agreement.

IN WITNESS WHEREOF, the undersigned, being duly authorized thereto, have signed the Agreement.

OPENED for signature on the tenth day of November two thousand and six at Busan, Republic of Korea, in a single copy in the Chinese, English and Russian languages, the three texts being equally authentic.

TRANS-ASIAN RAILWAY NETWORK

The Trans-Asian Railway Network consists of the railway lines of international importance indicated below.

The lines that form the basis for describing the Trans-Asian Railway Network in each State are designated in bold with the origin and end stations and are then listed vertically. Lines branching off are described to the right of the junction station. Further branches are shown indented underneath this first branch. All lines are of equal importance within the Trans-Asian Railway Network.

When lines start or finish at a border point, the first or last stations on that line are preceded or followed by the indication in brackets of the name of the border station and the name of the neighbouring State directly concerned.

The names of stations that have specific functions on a line are followed by the indication of these functions in italics and brackets. Such functions include:

— *(border station)*,

— (*break-of-gauge*),

— (*junction*),

— (*maritime connection*), and

— (*ferry terminals*).

Missing links are indicated in [square brackets].

Stations with container terminals to handle International Standards Organization (ISO) containers of at least 20-foot dimention in length and above are shown underlined.

LIST OF THE LINES IN THE TRANS-ASIAN RAILWAY NETWORK

ARMENIA

Ayrum - Niuvedi

(Sadakhlo, Georgia)

Ayrum *(border station)*

Gyumri *(junction)* → Akhuryan *(border station and break-of-gauge)*-(Dogu Kapi, Turkey)

Masis *(junction)* → Yerevan - Ijevan *(border station)* - (Barkhudarly, Azerbaijan)

↳ Gagarin - Martuni - [Jermuk - Kapan - Meghri (*border station*)]

—(Marand, Islamic Republic of Iran)

Yeraskh *(border station)*

(Belidag - Ordubad, Azerbaijan)

Meghri

Niuvedi *(border station)* (Agbent, Azerbaijan)		
AZERBAIJAN		
Yalama - Beyouk Kesik		
(Samur, Russian Federation)		
Yalama *(border station)*		
Baku *(ferry terminal)*	→	(Ferry link to Caspian sea ports in *Islamic Republic of Iran, Kazakhstan, Russian Federation* and *Turkmenistan)*
Alyat *(junction)*	→	Ali Bairamli *(junction)* - Astara *(border station and break-of-gauge)* —(Astara, Islamic Republic of Iran)
	→	Ali Bairamli *(junction)* - Agbent *(border station)* - (Niuvedi-Meghri *(border station)*, Armenia) - Ordubad - Djulfa *(border station and break-of-gauge)* - (Djulfa, Islamic Republic of Iran)
Akstafa	→	Barkhudarly *(border station)* - (Ijevan, Armenia)
Beyouk Kesik *(border station)* (Gardabani, Georgia)		
BANGLADESH		
Darsana - Gundum		
(Gede, India)		
Darsana *(border station)*		
Ishurdi *(junction)*	→	Abdulpur *(junction)* - Rohanpur *(border station)* - (Singhabad, India).
		↳ Abdulpur *(junction)* - Parbatipur - Birol *(border station)* —(Radhikapur, India)
Tongi *(junction)*	→	Dhaka
Akhaura *(junction)*	→	Kulaura - Shahbazpur *(border station)*-(Mahisasan, India)
Chittagong *(maritime connection)*		
Dohazari		

[Gundum *(border station)*

(border station)
Myanmar]

CAMBODIA

Poipet - Sihanoukville

(Klong Luk, Thailand)

[Poipet *(border station)*

Sisophon]

Bat Deng *(junction)* → [Kratie *(border station)* - (Loc Ninh province[1], Vietnam)]

1. Exact location to be decided

Phenom Penh *(junction)*

Sihanoukville *(maritime connnection)*

CHINA

Alashankou - Lianyungang

(Dostyk, Kazakhstan)

Alashankou *(border station)*

and break-of-gauge)

Urumchi

Turpan *(junction)* → Kashi [*border station a break-of-gauge)* - Torugart, Kyrgyzstan)]

Lanzhou

Baoji *(junction)* → Kunming *(junction)* - Xiangyun *(junction)* -Dali *(junction)* [Kachang *(border station and break-of-gauge)* - (Myitkyina, Myanmar)]

↳ [Xiangyun - Jinghong *(border station and break-of-gauge)* — (Boten, Lao PDR)]

↳ Dali *(junction)* - [Rueli *(border station and break-of-gauge)* — (Muse, Myanmar)]

→ Kunming *(junction)* - Hekou *(border station)* - (Lao Cai, Vietnam)

→ Kunming *(junction)* - Nanning *(junction)* - Guangzhou *(junction)*

↳ Nanning *(junction)* - Hengyang (connects with Beijing - Shenzhen line)

↳ Guangzhou (connects with Beijing-Shenzhen line)

Xian

Zhengzhou *(junction)* → (connects with Beijing-Shenzhen line)

Xizhou *(junction)* → (connects with Tianjin-Shanghai line)

Lianyungang *(maritime connection)*

Erenhot - Dandong

(Zamyn Uud, Mongolia)

Erenhot *(border station and break-of-gauge)*

Beijing *(junction)* → (connects with Beijing-Shenzhen line)

Tianjin *(maritime connection)*

Shenyang *(junction)* → (connects with Manzhoali-Dalion line)

Dandong *(border station)*

(Sinuiju, Democratic People's Republic of Korea)

Manzhouli - Dalian

(Zabaikalsk, Russian Federation)

Manzhouli *(border station and break-of-gauge)*

Harbin *(junction)* → Suifenhe *(border station and break-of-gauge)* - (Grodekovo, Russian Federation)

Changchun *(junction)* → Tumen *(border station)* - (Namyang, Democratic People's Republic of Korea)

Shenyang *(junction)* → (connection with Erenhot-Dandong line)

Dalian *(maritime connection)*

Beijing - Shenzhen

Beijing

Zhengzhou *(junction)* → (connection with Alashankou-Lianyungang line)

Wuhan

Hengyang *(junction)* → Nanning *(junction)* - *Pingxiang (border station and break-of-gauge*)* - (Dong Dang, Vietnam)

(*Dual gauge track going across into Vietnam to Gia Lam)

↳ Nanning - Kunming

Guangzhou *(junction)* → Nanning *(junction)* - Kunming

↳ Pingxiang *(border station and break-of-gauge*)* - (Dong Dang, Vietnam)

(*Dual gauge track going across into Vietnam to Gia Lam)

Shenzhen

Tianjin - Shanghai

Tianjin *(maritime connection)*

Jinan *(junction)* → Qingdao *(maritime connection)*

Xizhou *(junction)* → (connects with Alashankou-Lianyungang line)

Nanjing

Shanghai *(maritime connection)*

●

DEMOCRATIC PEOPLE'S REPUBLIC OF KOREA

Sinuiju - Kaesong

(Dandong, China)

Sinuiju *(border station)*

Pyongyang

Kaesong

Bongdong *(Southernmost station)*

(Dorasan, Republic of Korea)

Tamangang - Kumgangsan

(Khasan, Russian Federation)

Tumangang *(junction, border station and break-of-gauge)*	→	Namyang *(border station)* - (Tumen, China)
Rajin *(junction)*	→	Rajin *(martime connection)*
Chongjin *(junction)*	→	Namyang *(border station)* - (Tumen, China)
	→	Chongjin *(maritime connection)*

Kowon

Wonsan

Haegumgang

Onjongri *(Southernmost station)*

(Jejin, Republic of Korea)

GEORGIA

Gantiadi -Gardabani

(Veseloe, Russian Federation)

Gantiadi *(border station)*

Senaki *(junction)*	→	Poti *(maritime connection)*
Samtredia *(junction)*	→	Batumi *(maritime connection)*
Tbilisi *(junction)*	→	Sadakhlo *(border station)* - (Ayrum, Armenia)
	→	[Akhalkalaki *(border station and break-of-guage)* - (Kars, Turkey)]

Gardabani *(border station)*

(Beyouk Kesik,
Azerbaijan)

INDIA

Attari - Jiribam

(Wagah, Pakistan)

Attari *(border station)*

Dhandari Kalan

New Delhi *(junction)* → Mathura *(junction)* - Agra - Nagpur *(junction)* - Vijayawada *(junction)* - Chennai *(maritime connection)* - Jolarpettai *(junction)* - Madurai *(juction)* - (Tuticorin *(maritime connection)*

↳ Mathura *(junction)* - Mumbai *(Maritime connection)*

↳ Nagpur *(junction)* - Mumbai *(maritime connection)*

↳ Nagpur *(junction)*- Kolkata *(maritime connection)*

↳ Vijayawada *(junction)*- Visakhapatnam *(maritime connection)* - Kolkata *(maritime connection)*

↳ Jolarpettai *(junction)* - Mumabi *(maritime connection)*

↳ Madurai *(junction)* - Rameswaram *(ferry terminal)* - (Talaimannar, Sri Lanka)

Kanpur *(junction)* → Raxaul *(border station)* - (Birgunj, Nepal)
Mughalsarai

Sitarampur *(juction)* → Raxaul *(border station)* - (Birgunj, Nepal)

Kolkata *(junction and maritime connection)* → Haldia *(maritime connection)*

Gede (*border station*)

(Darsana, Shahbazpur, Bangladesh)

Mahisasan *(border station)*

Badarpur

Jiribam *(border station and break-of-guage)* [(Tamu, Myanmar)]

INDONESIA

Merak - Banyuwangi

Merak *(ferry terminal)*

Jakarta *(jugction and maritime connection)* → Sukabumi - Padalarang - Cikampek *(junction)*

Cikampek *(junction)* → Cirebon *(junction)* - Semarangtawang *(junction)* Surabayapasarturi (maritime connection)

↳ Prupuk *(junction)* - Purwokerto - Kroya *(junction)*

Bandung

Gedebage

Kroya *(junction)* → Purwokerto - Prupuk *(junction)* - Cirebon *(junction)*

Yogyakarta *(junction)* → [Magelang]

Solobalapan *(junction)* → Gundih - Senarabgtawang *(junction)*

Kertosono (junction) → Wonokromo-Surabayakota

Malang

Bangil →

Banyuwangi *(ferry terminal)*

[Banda Aceh] - Pangkalansusu-Rantauprapat

[Banda Aceh]

Pangkalansusu

Medan *(junction)* → Belawan *(maritime connection)*

Tebingtinggi *(junction)*	→	Siantar
Kisaran *(junction)*	→	Tanjungbalai
Rantauprapat	→	[Payakumbuh]

Teluk Bayur-Muaro

Teluk Bayur *(maritime connection)*

Bukitputus *(junction)*	→	Indarung

Padang

Lubuk Alung *(junction)*	→	Naras
Padang Panjang *(junction)*	→	Bukittingi-Payakumbu
Muarakalaban *(junction)*	→	Sawahlunto
Muaro	→	[Lubuklinggau]

Lubuklinggau-Panjang

Lubuklinggau

Muaraenim *(junction)*	→	Tanjung Enim
Prabumulih *(junction)*	→	Kertapati
Tanjungkarang *(junction)*	→	Tarahan

Panjang *(ferry terminal)*

IRAN (ISLAMIC REPUBLIC OF)

Razi-Sarakhs

(Kapikoy, Turkey)

Razi *(border station)*

Sufian (junction)	→	Jolfa *(border station and break-of-gauge)*-(Djulfa, Azerbaijan)

Tabriz

Miyaneh *(junction)*

Qazvin *(junction)* → [Rasht-Bandar-e-Anzali *(ferry terminal)* -**Astara** *(border station and break-of-gauge)*]—(Astara, Azerbaijan)

(Ferry link to Caspian sea ports in Azerbaijan, Kazakhstan, Russian Federation and Turkmenistan)

Tehran *(junction)* → Qom *(junction)*-Badrud *(junction)*-Meybod-Bafq *(junction)* Kerman-[Bam-Fahraj]-Zahedan *(break-of-gauge)*-Mirjaveh *(border station)*-(Koh-i-Taftan, Pakistan)

↳ Qom *(junction)*-Arak *(junction)*-Ahvaz *(junction)*-Khorramshahr *(maritime connection)*

↳ [Arak *(junction)*-Kermanshah-Khosravi *(border station)*-(Khaneghein, Iraq)]

↳ Ahvaz-Bandar-Emam *(maritime connection)*

↳ Badrud *(junction)*-Esfahan

↳ Bafq (connects with Sarakhs-Bandar Abbas line)

Garmsar *(junction)* → Bandar-e-Amirabad *(ferry terminal)* (ferry link to Caspian sea ports in *Azerbaijan, Kazakhstan, Russian Federation and Turkmenistan)*

Shahrood

Kashmar *(junction)* → (connects with Sarakhs-Bandar Abbas line)

Fariman *(junction)* → **Mashhad**

Sarakhs *(border station* and break-of-gauge)

(Sarakhs, Turkmenistan)

SARAKHS-BANDAR ABBAS

(Sarakhs, Turkmenistan)

Sarakhs *(border station* and break-of-gauge)

Fariman *(junction)* → Mashhad

Kashmar *(junction)*	→	(connects with Razi-Sarakhs line)
Torbat Heidarieh	→	[Sangan *(border station)*-(Afghanistan)]
Tabas		
Chadormalu *(junction)*	→	Ardakan
Bafq *(junction)*	→	(connects with Qom-Mirjaveh line)
Bandar Abbas *(maritime* connection)		
KAZAKHSTAN		
Petropavlosk-Dostyk		
(Utyak, Russian Federation)		
Petropavlosk *(border station)*		
Kokshetav		
Astana *(junction)*	→	Ecil-Tobol *(junction and border station)*-(Kartaly, Russian Federation)
	↳	Tobol *(junction)*-Aiteke-bi-Nikeltau-Kandagach *(junction)*
	→	(connects with Semiglavii Marc-Aktogai line)
Karaghandy		
Mointy *(junction)*	→	Chu *(junction)*
Aktogai (junction)	→	***Semipalatinsk***-Aul *(border station)* -(Lokot, russian Federation)
	→	conects with Semiglavii Mar-Aktogai line)
Dostyk *(border station* and break-of-gauge) (Alashankou, China)		
Semiglavil Mar-Aktogai		
(Ozinki, Russian		
Federation)		
Semiglavii Mar		
Uralsk *(border station)*		

Iletsk *(border station)*, Russian Federation	→	(Orenburg, Russian Federation)
Aktobe		
Kandagach *(junction)*	→	Nikeltau *(border station)*-(Orsk, Russian Federation)
	↳	Nikeltau *(border station-Aiteke-bi Tobol (junction)* - Astana *(junction)*
	→	(connects with Petropavlosk-Dostyk line)
	→	Makat *(junction)* - Ganyushkino - (Aksaraiskaya, Russian Federation)
	↳	Makat *(junction)* - Beyneu *(junction)* - Oazis - (Karakalpakia, Uzbekistan)
	↳	Beyneu *(junction)* - Aktau port *(ferry terminal)* - (Ferry link to Caspian sea ports in *Azerbaijan, Islamic Republic of Iran, Russian Federation and Turkmenistan)*
Tyuratam		
Kzyl-Orda		
Arys *(junction)*	→	Sary-Agash *(border station*-(Keles, Uzbekistan)
Chimkent		
Diambul		
Lugovaya *(Junction and* border station)	→	(Bishkek, Kyrgyzstan)
Chu *(junction)*	→	Mointy *(junction)*
Almaty-I		
Ushtobe		
Aktogai *(junction)*	→	(connects with Petropavlosk-Dostyk line)
KYRGYZSTAN		
Bishkek-Kochkor		
(Lugovaya, Kazakhstan)		

Alamedin

Balykchi

[Kochkor]

[Kochkor-Torugart]

[Kochkor

Kara-Keche

Arpa *(junction)* → [Missing link] - Osh *(station Karasu)* - Jalal-abad *(border station)*-(Andizhan, Uzbekistan)

Torugart *(border station and break-of-gauge)*
(Kashi, China)]

Border with Uzbekistan - Osh

(Andizhan, Uzbekistan)

Osh *(station Karasu)*
(border station)

LAO PEOPLE'S DEMOCRATIC REPUBLIC

[Thanaleng - Mu Gia]

[(Nongkhai, Thailand)

Thanaleng *(border station)*

Vientianne *(junction)* → [Boten *(order station)* - (Jinghong, China)]

Thakhek *(junction and* → [Nakhon Phanom, Thailand]

border station)

Mu Gia *(border station)*

(Mu Gia, Viet Nam)]

Vangto - Densavanh]

[(Chong Mek, Thailand)

Vangtao *(border station)*

Pakse

Savannakhet *(junction and border station)* → [*(Mukdahan, Thailand)*]

Densavanh *(border station)*

(Lao Bao, Viet Nam)

MALAYSIA

Padang Besar - Johor Bahru

(Padang Besar, Thailand)

Padang Besar *(border station)*

Bukit Mertajam *(junction)* → Butterworth *(maritime connection)*

Ipoh

Kuala Lumpur *(junction)* → Port Klang *(maritime connection)*

→ Setia Jaya

Kajang

Gemas *(junction)* → Wakaf Bahru *(junction)* - Rantau Panjang *(border station)* - (Sungai Kolok, Thailand)

↳ Wakaf Bahru - Timpat

Segamat

Kempas Bahru *(junction)* → Pasir Gudang *(maritime connection)*

→ Tanjung Pelepas *(maritime connection)*

Johor Bahru *(border station)*

(Singapore)

MONGOLIA

Sukhbaatar - Zamyn Uud

(Naushki, Russian Federation)

Sukhbaatar *(border station)*

Ulaanbaatar

Zamyn uud *(border station and break-of-gauge)*

(Erenhot, China)

MYANMAR

Mandalay - Yangon

Mandalay *(junction)*	→	Lashio - [Muse *(border station and break-of-gauge)* - (Rueli, China)]
	→	Kalay - [tamu *(border station and break-of-gauge)* - (Jiribam, India)]
Bago *(junction)*	→	Thanpyuzayat *(junction)* - [Three Pagoda Pass *(border station)* - Three Pagoda Pass, Thailand)]
	→	Thanpyuzayat *(junction)* - Ye

Yangon *(maritime connection)*

NEPAL

Birgunj - Border with India

Birgunj *(border station)*

(Raxaul, India)

[Kakarvitta - Brahma Mandi]

(Panitanki, India)

[Kankarvitta *(border*

station)

Brahma Mandi *(border station)*]

(Tanakpur, India)

Janakpur - Border with India

Janakpur *(border station)*

(Jaynagar, India)

PAKISTAN

Koh-i-Taftan - Wagah

(Mirjaveh, Islamic Republic of Iran)

Kot-i-Taftan *(border station)*

Dalbandin *(junction)* → [Gwadar *(maritime connection)*]

Spezand *(junction)* → Quetta - Bostan - Chaman *(border station)* - (Spinbuldak, Afghanistan)

Rohri *(junction)* → Hyderabad *(junction)* - Karachi *(maritime connection)* - *Qasim (maritime connection)*

↳ Hyderabad *(junction)* - Mirpurkhas - Khokropar *(border station)*

Lodhran *(junction)* → Sher Shah *(junction)* - Khanewal - Faisalabad - Shahdara *(junction)* (connects with Lahore-Peshawar line)

→ Sher Shah - Kundian - Attock *(junction)* - Peshawar *(border station)* - (Afghanistan)

Khanewal *(junction)* → Shahdara (connects with Lahore-Peshawar line)

Multan

Lahore *(junction)*

Wagah (*border station)*

(Attari, India)

Peshawar - Lahore

(Afghanistan)

Peshawar *(border station)*

Attock *(junction)* → Sher Shah - Lodhran (connects with Koh-i-Taftan-Wagah line)

Islamabad

Rawalpindi

Shahdara *(junction)* → Khanewal - Lodhran (connects with Koh-i-Taftan-Wagah line)

Lahore

REPUBLIC OF KOREA

Dorasan-Busan

(Bongdong, Democratic People's Republic of Korea)

Dorasan *(Northernmost station)*

Seoul

Suwon

Daejeon *(junction)* → Iksan *(Junction)* - Mokpo *(maritime connection)*

↳ Gwangyang *(maritime connection)*

Daegu

Busan *(maritime connection)*

RUSSIAN FEDERATION

Buslovskaya - Moscow

(Vainikkala, Finland)

Buslovskaya *(border station)*

Saint Petersburg *(junction)* → MGA - Volhovstroi - Koshta - Vologda - Kotelnich *(junction)*-Ekaterinburg *(junction)*

↳ Kotelnich *(junction)* (connects with Krasnow - Nakhodka line)

Moscow *(junction)* → (connects with Krasnoe - Nakhodka line)

Suzemka - Moscow

(Zernovo, Ukraine)

Suzemka *(border station)*

Bryansk

Moscow *(junction)* * → (connects with Krasnoe - Nakhodka line)

Krasnoe - Nakhodka

(Osinovka, Belarus)

Krasnoe (border station)		
Smolensk		
Moscow		
Nizhniy Novgordo		
Kotelnich *(junction)*	→	Saint Petersburg
Ekaterinburg *(junction)*	→	Kurgan - Utyak *(border station)* - Petropavlosk, Kazakhstan)
	→	Chelyabinsk - Kartaly *(junction and border station)* - (Tobol, Kazakhstan)
		↳ Kartaly *(junction and border station)* - Orsk *(junction and border station)* - (Nikeltau, Kazakhstan)
		↳ Orsk *(junction and border station)* - Orenburg - (Iletsk, Russian Federation) - (Aktyubinsk, Kazakhstan)
Tatarskaya *(junction)*	→	Lokot *(junction and border station)* - (AUL, (Kazakhstan)
Novosibirsk *(junction)*	→	Lokot *(junction and border station)* - Aul, Kazakhstan)
Krasnoyarsk		
Irkutsk		
Ulan Ude		
Zaudinski *(junction)*	→	Naushki *(border station)* - Sukhbaatar, Mongolia)
Karimskaya *(junction)*	→	*Zabaykalsk (border station and break-of-gauge)* - Manzhouli, China)
Ussurijsk *(junction)*	→	*Grodekovo (border station and break-of-gauge)* - (Suifenhe, China)
Baranovski (junction)	→	*Khasan (border station and break-of-gauge)* - (Tumangang, Democratic People's Republic of Korea)
Uglovaya *(junction)*	→	Vladivostok *(maritime connection)*
Nakhodka *(junction,* maritime connection)	→	Vostochny *(maritime connection)*

Moscow - Samur

Moscow

Ryazan

Kochetovka *(junction)*	→	Rtishthevo - Saratov - Ozinki *(border station)* - (Semiglavii Mir, Kazakhstan)
Gryazi *(junction)*	→	Volgograd
Liski		
Likhaya *(junction)*	→	Rostov - Krasnodar *(junction)* - Veseloe *(border station)* - (Gantiadi, Georgia)
	↳	Krasnodar *(junction)* - Krimskaya *(junction)* - Novorosiisk *(maritime connection)*
	↳	*Krimskaya (junction) - Kavkaz (maritime connection and ferry terminal)*
Volgograd *(junction)*	→	Gryazi
Aksarayskaya *(junction and border station)*	→	(Ganyushkino, Kazakhstan)
Astrakhan	→	Port Olya *(ferry terminal)* - ferry links to Caspian sea ports in *Azerbaijan, Islamic Republic of Iran, Kazakhstan and Turkmenistan*)
Makhachkala *(border station and ferry terminal)*	→	(Ferry links to Caspian sea ports in *Azerbaijan, Kazakhstan and* Turkmenistan)
Samur *(border station)*		
(Yalama, Azerbaijan)		

SINGAPORE

Woodlands—

(Johor Bahru, Malaysia

Woodlands *(border station)*

SRI LANKA

Kataragama - Katunayake

[Kataragama

Hambantota

Matara]

Colombo *(maritime connection)*

Sri Jayewardenepura Kotte

Katunayake

Colombo - Talaimannar

Colombo *(maritime connection)*

Kurunegala *(junction)* → [Dambulla]

Maho *(junction)* → *Trincomalee (maritime connection)*

Talaimannar *(ferry terminal)* → (Rameswaram, India)

TAJIKISTAN

Nau - Kanibadam

(Bekabad, Uzbekistan)

Nau *(border station)*

Khudjand

Kanibadam *(junction and border station)* → Isfara

(Suvanabad, Uzbekistan)

Pakhtaabad - Yangi Bazar

(Sariasiya, Uzbekistan)

Pakhtaabad *(border station)*

Regar

Dushanbe II

Dushanbe I

Yangi Bazar

Khoshad - Kulyab		
(Amuzang, Uzbekistan)		
Khoshad *(border station)*		
Kurgan Tube *(junction)*	→	*Yavan*
Kulyab		
THAILAND		
Nongkhai		Padang Besar
(Thanaleng, Lao People's Democratic Republic)		
Nongkhai *(border station)*		
Bua Yai *(junction)*	→	[Nakhon Phanom *(border station)* - (Thakhek, Lao People's Democratic Republic)]
	→	[Mukdahan *(border station)* - Savannakhet, Lao People's Democratic Republic)]
Kaeng Khoi *(junction)*	→	Nakhonratchasima - Ubonratchathani - [Chong Mek *(border station)* - (Pakse, Lao People's Democratic Republic)]
Banphachi *(junction)*	→	Nakhonsawan *(junction)* - Denchai *(junction)* - Chiangmai
	↳	[Nakhonsawan - Mae Sod *(border station)* - (Myawadi, Myanmar)]
	↳	[Denchai - Chiangrai - Mae Sai *(Border station)* - (Tachilek, Myanmar)
Bangkok - Bang Sue station	→	Ladkrabang - Chachoengsao *(junction)* - Si Racha *(junction)* - Kao Chi Chank *(junction)* - Sattahip *(maritime connection)*
	→	Chachoengsao *(junction)* - Aranyaprathet - Klong Luk *(border station)* - [Poipet, Cambodia)]
	→	Si Racha - **Laemchabang** *(maritime connection)*
	→	Kao Chi Chan - Map Ta Put *(maritime connection)*

Nong Pla Duk *(junction)*	→	Namtok - [Three Pagoda Pass *(border station)* - (Thanpyuzayat, Myanmar)]
Hat Yai *(junction)*	→	Sungai Kolok *(border station)* - Rantau Panjang, Malaysia)

Padang Besar
(border station)

(Padang Besar, Malaysia)

TURKEY

Kapikule - Kapikoy

(Bulgaria, Europe)

Kapikule *(border station)*

Istanbul

Eskisehir *(junction)*	→	Alaynut - Balikesir - Izmir *(border station)*

Ankara

Kalin *(junction)*	→	Samsun *(maritime connection)*

Sivas

Cetinkaya *(junction)*	→	Kars *(junction)* - Dogukapi *(border station and break-of-gauge)* - (Akhuryan, Armenia)
	→	[Kars *(junction, border station and break-of-gauge)* - (Akhalkalaki, Georgia)]
Malatya *(junction)*	→	Topprakale *(junction)* - Adana - Mersin *(maritime connection)*
	→	Toprakkale - Iskenderun *(maritime connection)*

Tatvan - Van (ferry crossing)

Kapikoy *(border station)*

(Razi, Islamic Republic of Iran)

TURKMENISTAN

Turkmenbashi - Turkmenabad

(Baku, Azerbaijan)

Turkmenbashi *(ferry*	→	(Ferry link to Caspian sea ports in *Azerbaijan, Islamic*
terminal)	→	Republic of Iran, Kazakhstan and Russian Federation)

Ashgabat

Tenzhen

Mari *(junction)* → Parakhat - Sarakhs *(border station and break-of-gauge)* - Sarakhs, Islamic Republic of Iran

Turkmenabad *(junction and border station)* → Gazodjak *(border station - (Pitnyak - K.P. 449, Uzbekistan)-* Dashowuz - Takhyatash *(border station)* - Uzbekistan)

(Khodchadavlet, Uzbekistan)

UZBEKISTAN

Keles - Khodchadavlet

(Sari-Agash, Kazakhstan)

Keles *(border station)*

Tukumachi *(junction)* → Ozodlik - [Angren - Khalkobad] - Pap *(junction)* - Kokand

Sirdarinskaya

Khavast *(junction)* → Bekabad *(border station)* - (Nau - Kanibadam, Tajikistan) - Suvanabad *(border station)* - Kokand *(junction)* - Margilan - Andizhan *(border station)* - (Osh, Kyrgyzstan)

→ Kokand *(junction)* - *Pap (junction) Namangan*

Samarkand

Ulugbek

Navoi (junction) → Tinchlik - Uchkuduk - Nukus - Kungrad - Karakalpakia *(border station)* - (Oazis, Kazakhstan)

Bukhara *(junction)* → Karshi *(junction)* - Tashguzar *(junction)* - [Dekhanabad - Darband] - Boysun - Kumkurgran *(junction)* - Sariasiya *(border station)* - (Pakhtaabad, Tajikistan)

→ Karshi *(junction)* - RZD 154 *(border station)* - (Talimarjan - Kerkichi (junction) - Kelif, Turkmenistan)

- Termez *(junction)* - Galaba *(border station)* - Khairaton, Afghanistan)

↳ Termez *(junction)* - Kumkurgran *(junction)* - Sariasiya *(border station)* - (Pakhtaabad, Tajikistan)

Khodchadavlet *(border station)*
Turkmenabad, Turkmenistan)

VIETNAM

Lao Cai—Ho Chi Minh City

(Hekou, China)

Lao Cai *(border station)*

Dong Anh *(junction)* → Luu Xa— Quan Trieu

Yen Vien *(junction)* → (connects with Hanoi— Dong Dang line)

Gialam *(junction)* → Haiphong *(maritime connection)*

Hanoi

Tan Ap *(junction)* → [Mu Gia *(border station)*— (Lao People's Democratic Republic)]

[Vung Ang *(maritime connection)*]

Danang

HoChi Minh City *(junction)* → [Vung Tau *(maritime connection)*]

→ [Loc Ninh province[1] *(border station)*—(Kratie, Cambodia)]

1. *Exact location to be decided.*

Hanoi— Dong Dang

Hanoi

Gialam *(junction)*

Yen Vien *(junction)* → (connects with Lao Cai-Ho Chi Minh City line)

Lim *(junction)* → Pha Lai *(junction)*—Halong *(maritime connection)*

Kep *(junction)* → Halong— Cai Lan *(maritime connection)*

→ Luu Xa— Quan Treiu

Dong Dang *(border station)*

(Pingxiang; China)

Statement II

Guiding Principles relating to Technical Characteristics of the Trans-asian Railway network

1. **General**

The development of the Trans-Asian Railway network, as defined in Annex I of the Agreement, shall be guided by the following principles relating to technical characteristics. Parties shall make every possible effort to conform to these principles both in constructing new rail sections and upgrading and modernizing existing ones.

2. **Line capacity**

Railway lines of international importance must provide adequate capacity so as to allow efficient, reliable and economical movement of rail services for goods and passengers.

3. **Vehicle loading gauge**

Given that the Trans-Asian Railway network will be an important component in the definition of an integrated international intermodal transport network for countries of the ESCAP region, the existing lines of the network should be, wherever necessary, upgraded and future lines should be developed so as to provide unhindered movements of ISO containers of at least 20-foot dimension in length and above.

4. **Interoperability**

Technical requirements should ensure seamless transport of international goods and containers along railway lines of international importance. Accordingly, railway lines and related infrastructure and equipment should meet international requirements, including those for the transport and transfer of heavy trains carrying goods such as, *inter alia*, petroleum products, coal, mineral ores, cement and grain.

Parties should take into consideration technical requirements of neighbouring countries, as well as other countries through which railway lines of international importance pass and endeavour to upgrade their lines so as to remove technical restrictions and ensure interoperability between railways.

Where gauge continuity permits, or is likely to result from constructing missing sections across borders, specific issues arise as regards the compatibility of rolling stock use in international transport, including braking systems and couplings. In this respect, the efficiency of railway operations across borders requires the use of air-braked rolling stock and compatible coupling systems.

For reference, the gauges of the Trans-Asian Railway network are as follows:

Railway gauge of TAR member countries (mm)

1,000	1,067	1,435	1,520	1676
1. Bangladesh[1]	Indonesia	1. China[2]	1. Armenia	1. Bangladesh[1]
2. Cambodia		2. Democratic People's Republic of Korea	2. Azerbaijan	2. India
3. Lao People's Democratic Republic		3. Republic of Korea	3. Georgia	3. Nepal
4. Malaysia		4. Islamic Republic of Iran	4. Kazakhstan	4. Pakistan
5. Myanmar		5. Turkey	5. Kyrgyzstan	5. Sri Lanka
6. Singapore[3]			6. Mongolia	
7. Thailand			7. Russian Federation	
8. Vietnam[4]			8. Tajikistan	
			9. Turkmenistan	
			10. Uzbekistan	

Potential members of TAR: Japan (1,067 mm gauge) and the Philippines (1,067 mm gauge).

1 Part of railway network of the country.

2 Features also a line (from/to Vietnam) of 1,000 mm gauge.

3 Service provided by railways of Malaysia.

4 Features also lines of 1,435 mm gauge and dual 1,000/1,435 mm gauge.

5. **Standards for container terminals**

International intermodal traffic requires efficient container terminals. The international container terminals along the lines of the Trans-Asian Railway network must:

- be located as close as possible to the main trunk line so that no time is lost entering an exiting the terminal;
- be set aside from other yards so that their operations are not hampered by other shunting movements;
- offer easy access to road vehicles so as to guarantee reliability of the road-rail interface;
- have track of sufficient length at loading/unloading area to reduce the need for shunting;
- be equipped with equipment comprising of gantry cranes, straddle-carriers, top lifters and/or reach-stackers able to handle ISO containers of at least 20-foot dimension in length;
- make provisions for possible expansion;
- offer Customs facilities for the clearance of goods.

Talks with different countries

4629 SHRI SURENDRA LATH: Will the Minister of EXTERNAL AFFAIRS be pleased to state

(a) the number of foreign dignitaries who visited India and the number of India dignitaries who visited foreign countries during the last one year;

(b) the details of talks with different countries and the outcome thereof; and

(c) whether any other agreement apart from US-Indo atomic deal have been signed during these visits?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI ANAND SHARMA): (a) 25 Heads of State/Government, 8 Vice Presidents/Deputy President/ Crown Prince, 10 Deputy Prime Ministers and 44 Foreign Ministers and other dignitaries visited India